

★ WARS

**WyTRCC's Efforts to Improve The Wyoming
Accident Reporting System (WARS)**

Data Dictionary

Person Segment

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WORKING COPY

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Person Segment

The person data elements describe the characteristics, actions, and consequences of the persons involved in the crash.

A person includes any injured or non-injured occupant of an involved motor vehicle, and/or any injured non-motorist.

P1. PKEY 13A (WARS Page 1 Person Segment)

Definition - PKEY is a combination of these fields:

YEAR + REPORT NUMBER + FORM + PERSON SEGMENT NUMBER + "P"

Clarification - This field may be used for quality control and reports within the Highway Safety Program; it should NOT be used on reports released to the general public or outside of Highway Safety.

This field is normally a transparent element of a database.

Rationale - useful to advanced users that need verification of correct parent - child relationships in special reporting requests.

P2. Person Segment Number 2N

Definition - PERSON SEGMENT NUMBER is a sequential number for each person in the accident.

It is possible to have zero persons in the accident; NUMBER OF DRIVERS cannot exceed the NUMBER OF PERSONS value in the base segment. "P" merely identifies this data as a person segment data group. FORM allows the analyst to quickly identify the report form origin of the data.

Rationale: Uniquely identifies each person involved in the crash. Permits occupants to be assigned to the appropriate motor vehicle. It's important to link occupants to the motor vehicle in which they were riding. **See Vehicle Segment Number.**

P3. Vehicle Segment Number 2N (MMUCC P5, Page 60) (WARS Page 1 Person Segment)

Definition - The unique number assigned for this crash to the motor vehicle in which this person was an occupant. Sequential Vehicle Number (each vehicle is assigned a number) . This number is **NOT** assigned to Pedestrians, Bicyclist or other Non-Motorist. See **Non-Motorist Number**.

Rationale: Uniquely identifies each motor vehicle involved in the crash. Permits occupants to be assigned to the appropriate motor vehicle. It's important to link occupants to the motor vehicle in which they were riding.

P4. Person Type 2N (MMUCC P3, Page 60)

Definition - Type of person involved in the crash.

Note regarding Person Type (from the FARS Coding Manual): An involved person in a crash should maintain Person Type during the crash. Once the unstabilized situation begins, a driver, passenger or non-motorist should not change Person Type until the crash stabilizes. If a person is entering or exiting a vehicle before the unstabilized situation begins, try to determine if the person has successfully changed type before control is lost. (i.e., a pedestrian getting into an automobile that begins to move, a passenger stepping off of a bus as it begins to pull away, etc.).

Note: An Unstabilized Situation is a set of events NOT under human control. It originates when control is lost and terminates when control is regained, or in the absence of persons able to regain control, when all the persons and property are at rest.

Attributes:

- 1 Driver**
- 2 Passenger**
- 99 Unknown**

NOTE: If Non-Motorist, complete **Non-Motorist Supplemental Form**

Attribute Details:

Driver - An occupant who is in actual physical control of a motor vehicle or, for an out-of-control motor vehicle, an occupant who was in control until control was lost.

Passenger - Occupant of motor vehicle other than the driver of the motor vehicle.

Occupant (from ANSI D16) - an occupant is any person who is part of a transport vehicle.

Clarification: This would include persons riding in the passenger or cargo compartment or on the vehicle exterior. Several examples are; someone riding in the open bed of a pickup, riding on the roof/hood of a vehicle, someone in the passenger compartment of a towed vehicle, or riding in a camper being pulled by a motor vehicle.

Non-Motorists - any person other than a motorist. Includes: Pedestrians, Pedacyclist, Occupants of motor vehicles not in transport (Parked Vehicles), occupants of transport vehicles other than motor vehicles (horse-drawn carriages, etc.).

Rationale: Need to know the person type for classification purposes to evaluate specific countermeasures designed for specific people.

P5. Passenger and/or Non-Motorist Last Name 25A (WARS Page 6) *Limited Access Field

Definition - Last name must have a minimum of 2 characters and may be followed by a space and JR, SR, II, III, or IV. X is for Unknown. Combination names are separated by a hyphen.

Clarification - If there are no passengers or Non-Motorist or if the vehicle is unoccupied: Paper Report enter a dash and leave the remainder of the drivers information blank.

When ever possible obtain this information from the driver license.

Rationale: Used to track fatalities, and injuries of non-motorist such as pedestrians, pedacyclist etc.

P6. Passenger and/or Non-Motorist First Name 25A (WARS Page 6) *Limited Access Field

Definition - First name must have a minimum of 2 characters. X is for Unknown. Combination names are separated by a hyphen. When ever possible obtain this information from the driver license (via a bar code).

Rationale: Used to track fatalities, and injuries of non-motorist such as pedestrians, pedacyclist etc.

P7. Passenger and/or Non-Motorist Middle Initial 1A (WARS Page 6)

***Limited Access Field**

Definition - Middle Initial; Only one character allowed. Can be blank for no middle initial or unknown. When ever possible obtain this information from the driver license (via a bar code).

Rationale: Used to track fatalities, and injuries of non-motorist such as pedestrians, pedacyclist etc.

P8. Fatality and/or Non-Motorist Social Security Number 9N

Definition - The nine digit number assigned by the Social Security Administration. It is available on the Wyoming Drivers License and is utilized by many States as the drivers license number.

Attributes:

9 digit number.

Blank None/Unknown

Rationale: It's an important element used in cross referencing to other major data base files. Used to track fatalities, and injuries of non-motorist such as pedestrians, pedacyclist etc.

P9. Passenger and/or Non-Motorist Date of Birth 8N (MMUCC P1, Page 59)(WARS)

Definition - The year, month, and day of birth of this person.

Attributes:

YYYY/MM/DD

Blank None/Unknown

When ever possible obtain this information from the driver license.

Rationale: Accurate reporting of date of birth is used to assess the effectiveness of many different safety programs.

P10. Persons AGE 3N (MMUCC P1, Page 59)(WARS)

Definition - Age of the person at the time of the crash. Automatically computed from Date of Crash and Date of Birth.

Attributes:

3 Numbers

Blank Unknown.

Rationale: To evaluate the effect of age on crashes. Can be derived from P9 and B21.

P11. Persons Sex Gender 1A (MMUCC P1, Page 59)(WARS)

Definition - The sex gender of the person.

Attributes:

F Female

M Male

X Unknown

When ever possible obtain this information from the driver license.

Rationale: To evaluate the effect of sex of the persons involved.

P12. Seating Position 2N (MMUCC P6, Page 61) (WARS Page 2)

Definition - The location for this occupant in, on, or outside of the motor vehicle prior to the first event.

Note - More than one person may have the same seating position. Example, a child being held in the lap of another occupant or a person sitting in front of the driver of a motorcycle.

Attributes:

- 1 Driver (also applies to motorcycles, motor driven cycles, and other motor driven vehicles)
- 2 Front Row Middle
- 3 Front Row Right
- 4 Passenger Front Row Left (for foreign or postal vehicles where the driver is on the Right)
- 5 Second Row Left
- 6 Second Row Middle
- 7 Second Row Right
- 8 Third Row Left
- 9 Third Row Middle
- 10 Third Row Right
- 11 Fourth Row Left
- 12 Fourth Row Middle
- 13 Fourth Row Right
- 14 Other Row (Bus, 15 Passenger Van, etc)
- 15 Lying Down on Front Seat
- 16 Lying Down on Second or Subsequent Row
- 17 Motorcycle Passenger (side car, or behind driver)
- 18 Sleeper Section of Cab (Semi Truck)
- 19 Other Enclosed Area (Camper, Shell, or Truck Cargo Area)
- 20 Unenclosed Cargo Area
- 21 Trailing Unit
- 22 Riding on Motor Vehicle Exterior (Non Trailing Unit)
- 23 Other
- 99 Unknown

Rationale: Without known seating position for each person in the motor vehicle it is not possible to fully evaluate.

P13. Occupant Protection System Use 2N (MMUCC P7 Page 61)(WARS Safety Equipment Page 3)

Definition: The restraint equipment in use by the occupant, or the helmet use by a motorcyclist, at the time of the crash.

Attributes:

- 1 None Used (Also Applies To No Helmet Motorcycle)
- 2 Not Available (Older Models)
- 3 Shoulder and Lap Belt Used
- 4 Shoulder Belt Only Used
- 5 Lap Belt Only Used
- 6 Passive Restraint Only Used
- 7 Restraint Used - Type Unknown
- 8 Forward Facing Child Restraint System
- 9 Rear Facing Child Restraint System
- 10 Booster Seat
- 20 Child Restraint Used - Type Unknown
- 30 Helmet Used
- 31 Other
- 99 Unknown

Attribute Details:

None Used – Motor Vehicle Occupant – any occupant of the motor vehicle (driver, passenger) did not use a restraint or in the case of a motorcycle, did not use a helmet.

Shoulder and Lap Belt Used – use of occupant restraint system where both the shoulder belt and lap belt portions are connected to a buckle.

Shoulder Belt Only Used – in a two-part occupant restraint system, only the shoulder belt portion connected to a buckle is used.

Lap Belt Only Used – use of only a lap safety belt either because the motor vehicle is equipped only with a lap belt or because the shoulder belt is not in use.

Passive Restraint Only Used - in some older motor vehicles Passive Restraint Systems were employed where the shoulder belt would automatically secure itself. This field is for if the occupant didn't secure the other belt.

Restraint Used Type Unknown - it's known that the occupant was using restraints but it cannot be determined what type or if they were properly used, usually due to ejection.

Child Restraint (Forward Facing) – Child passenger faces forward in the child restraint system. This does not imply correct use or placement but requires the child to be buckled into the safety seat. This system is recommended for children who weigh between 20 and 40 pounds.

Child Restraint (Rear Facing) – Child passenger faces the rear in the child restraint system. This does not imply correct use or placement but requires the child to be buckled into the safety seat. This system is recommended for infants from birth to 30 pounds.

Booster Seat – A "belt-positioning seat" that positions a child on a vehicle seat to improve the fit of the lap and shoulder seat belt system. This seat is recommended for children who weigh 40 pounds or more.

Child Restraint Used - Type Unknown - If this field is used it's recommended that it be explained in the narrative.

Helmet Used (from FARS Coding Manual) – this attribute applies to helmets used by drivers and passengers of all motorized cycles (motorcycles, mopeds, minibikes, motor scooters, and all-terrain vehicles) This is not used for non-motorists such as bicycle and other pedalcycle riders and vehicle occupants other than motorized cycles.

Other - used if some other restraint system was in use must be explained in the narrative.

Unknown - when it is unknown whether or not an occupant was using a restraint system should be explained in the narrative.

Rationale: Proper classification of the use of available occupant protection systems is used to evaluate the effectiveness of such equipment.

P14. Occupant Protection System Operation 2N (Not MMUCC) (WARS Safety Equipment additional fields)

Definition - In 1990 WARS added additional fields to determine any device failure or misuse.

- 1 Apparently Normal**
- 2 Failure/Malfunction**
- 3 Misuse**
- 4 Air Bag System Turned Off or Rendered Inoperative**
- 99 Unknown**

Attribute Details:

Apparently Normal - the protection system in use apparently functioned normally.

Failure/Malfunction - The protection system failed or had some sort of malfunction examples might be a belt that did NOT stay secure, torn belts, etc.

Misuse - Misuse of the protection system.

Scenario's of Misuse:

Shoulder belt cut, altered, or placed behind occupant's back while lap belt portion secured.

Shoulder belt only placed behind occupants back.

Lap belt only, buckled underneath person.

Unsecured seat other than child safety seat used.

Shoulder, Lap, or Lap and Shoulder used to secure child requiring safety seat.

Leave an air bag system turn on in a pickup that can be turned off with an infant in the front seat.
If this field is used it should be explained in the narrative.

Improper installation of the child seat or booster.

CLARIFICATION:

PROPER CHILD SAFETY SEAT USE CHART			
Buckle Everyone. Children Age 12 and Under in Back!			
	INFANTS	TODDLER	YOUTH
WEIGHT	Birth to at least 1 year and to 20 lbs.	Over 20 lbs. to about 40lbs. and over 1year	Over 40 lbs. Up to about 80 lbs. or more
Type of Seat	Infant only or rear-facing convertible	Convertible/ Forward-facing only	Belt positioning booster seat
Seat Position	Rear-facing only	Forward-facing	Forward-facing
Always make sure:	Children to at least one year and at least 20 lbs. in rear-facing seats Harness straps at or below shoulder level	Harness straps should be at or above shoulders Most seats require top slot for forward-facing	Belt positioning booster seats must be used with both lap and shoulder belt
WARNING!	Do not place infants in the front seat of vehicles with air bags	All children age 12 and under should ride in the back seat	Make sure the lap belt fits low and tight to avoid abdominal injuries

Always fill out the registration card that comes with the seat in case of a recall. (Source: NHTSA)

Provided By: WYDOT-Highway Safety Program & Safe Kids of Wyoming 1-800-994-GROW. (4-2004)

**WYOMING CHILD RESTRAINT
ENFORCEMENT GUIDE
CITE: W.S.S. 31-5-1303(A)**

KEY POINTS:

Child must be:

1. Under 9 years of age and
 2. 80 pounds or less in weight
- Applies to all drivers.
 - Applies to privately owned, leased or rented non-commercial passenger vehicles.
 - Child must be secured in vehicle seat other than front seat except in vehicles with one row of seats.
 - Child must be properly secured in restraint and it must be properly installed, both as per manufacturer's instructions.
 - Restraint must conform to Federal Motor Vehicle Safety Standard 213 for child restraint systems.
 - Applies to residents and non-residents.
 - Is a Primary Offense. Non-use or misuse are reasonable suspicion for stopping a vehicle to investigate a suspected violation.

PENALTY:

- Maximum \$60.00 fine for first offense. Fine shall be waived by the court upon receipt of proof of purchase, lease, or other acquisition of an approved restraint after the offense occurred.
- Maximum \$110.00 fine for second and subsequent offenses.

EXEMPTIONS:

- Physician's signed statement, carried in the car, certifying that the child should not be secured in a child restraint system.
- Vehicles that were not equipped with safety belts at time of manufacture. (Passenger vehicles before Model Year 1967/Vans & trucks before Model Year 1971).
- Emergency, law enforcement vehicles.
- The driver is rendering aid or assistance to the child, parent, or guardian.

(Effective 7-1-2003)

Air Bag System Turned OFF or Rendered Inoperative - New pickups have a switch to turn off air bags in the passenger seat for small occupants. And there are still those that will purposely disable an air bag system if the officer can determine that this is the case this field should be used.

Unknown - Occupant Protection System operation is unknown.

Rationale: Proper operation of available occupant protection systems is used to evaluate the effectiveness of such equipment.

P15. Air Bag Deployed 2N (MMUCC P8 Page 62)(WARS Safety Equipment Page 3)

Definition - Deployment status of an air bag relative to the position in the vehicle for the occupant.

Attributes:

- 1 Not Applicable (Older Vehicles Without Air Bags or Occupant Positions Without Air Bags)
- 2 Not Deployed (Occupant Position with Air Bags that did NOT deploy)
- 3 Deployed Front
- 4 Deployed Side
- 5 Deployed Combination (Front and Side or other combination)
- 6 Deployed Other (Knee bags, air belts, etc.)
- 99 Deployment Unknown

Attribute Details:

Not Applicable - this attribute would apply to any person who is:

Not an occupant of a vehicle in transport (non-motorists).

Occupants in seat positions that are not equipped with an air bag in vehicles that have air bags in some seat positions.

Every seating position in vehicles that do not come equipped with air bags in any position (Examples are; motorcycles, early model passenger cars, some medium-heavy trucks and buses.).

Identifies an air bag system that has been rendered inoperative (switched off) either intentionally or inadvertently during maintenance or an air bag previously deployed or stolen that has not been replaced.

Not Deployed - an available air bag for any seat position that is not deployed out of its cover and protruding into driver compartment. Bag is **not** fully or partially inflated.

Deployed, Front - air bag for the driver or front seat passenger is deployed out of its cover and protruding into driver compartment. Bag is fully or partially deflated or inflated.



Deployed, Side - air bag on side of a motor vehicle is deployed out of its cover and protruding into occupant compartment. Bag is fully or partially deflated or inflated.



Deployed, Other - a knee air bag, air belt, impact curtain or other new air bag technology is deployed.



Deployed, Combination - more than one air bag deploys, including front and side, front and other, side and other, or front, side and other, etc.



Deployed, Unknown - not known if air bag deployed.

Rationale: Necessary to evaluate the effectiveness of air bags and other occupant protection equipment.

P16. Ejection 2N (MMUCC P9 Page 62) (WARS Page 4)

Definition: Occupant completely or partially thrown from the interior of the motor vehicle, excluding motorcycles, as a result of a crash.

Clarification - Occupant (from ANSI D16) - an occupant is any person who is part of a transport vehicle.

Attributes:

- 1 Not Ejected
- 2 Partially Ejected
- 3 Totally Ejected
- 4 Trapped & Extricated
- 5 Not Applicable
- 99 Unknown

Attribute Details:

Not Ejected - the occupant remained in the vehicle during the crash, and until post crash momentum had ceased.

Ejected, Partially - the occupants body was partially out of the vehicle when post crash momentum had ceased. Partial penetration may be through windshield, doors (open or closed), or the roof.

Ejected, Totally - the occupants body was thrown out of the vehicle during the crash or before post crash momentum had ceased. No part of the body remained in the vehicle.

Trapped and Extricated - the occupant was trapped and had to be extricated by EMS personnel.

Not Applicable - Ejection is not applicable to persons riding on the exterior of a vehicle, to motorcycle occupants, or to non-motorists. Exterior of vehicle includes running boards, roof, fenders and bumpers. This does NOT apply for occupants in the bed of pickup trucks, because they can be either partially or totally ejected.

Unknown - If used please explain in the narrative.

Rationale: Occupant protection systems prevent or mitigate ejections to various degrees. Analysis of the effectiveness of safety belts depend on the information from this data element.

P17. Injury Status 2N (MMUCC P4, Page 60)(WARS Physical Status Page 4 Person Segment)

Definition - The injury severity level for a person involved in a crash.

Attributes:

- 1 Fatal Injury
- 2 Incapacitating Injury
- 3 Non-Incapacitating Injury
- 4 Possible Injury
- 5 No Injury
- 99 Unknown

Attribute Details:

Fatal Injury: Any injury that results in death *within a 30 day period* after the crash occurred. (Although recorded at the scene, any change in status should be picked up through data linkage and reflected in the derived element Crash Severity).

Incapacitating Injury: Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. Often defined as “needing help from the scene”.

Non-Incapacitating Injury: Any injury, other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the crash in which the injury occurred. Examples: contusions (bruises), laceration, bloody nose.

Possible Injury: complaint of pain without visible injury.

Clarification: Attribute Examples from ANSI D16

Incapacitating Injury: Includes: severe lacerations, broken or distorted limbs, skull or chest injuries, abdominal injuries, unconsciousness when taken from the accident scene.

Non-Incapacitating Injury: Includes- lump on head, abrasions, bruises, minor lacerations.

Possible Injury: Includes – momentary unconsciousness, claim of injuries not evident, limping, complaint of pain, nausea, hysteria.

Rationale: Necessary for injury outcome analysis and evaluation.

P18. Injured Area 2N (MMUCC PL5 Page 75)(WARS)

Definition - The primary or most obvious area of the person’s body injured during the crash.

Note: Ideally this is a Linked Field from EMS or Hospital Discharge Records, until Wyoming has established these links we will collect this information to the best of our abilities at the scene of the crash.

Attributes:

- 1 Head
- 2 Face
- 3 Neck
- 4 Thorax (Chest)
- 5 Abdomen/Pelvis
- 6 Spine
- 7 Upper Extremity (Arms, Hands, Shoulders etc.)
- 8 Lower Extremity (Legs, Feet etc.)
- 99 Unknown

Rationale: This type of information will help to distinguish between multiple injury crashes and help evaluate safety features of the vehicle.

P19. Injury Description 2N (MMUCC PL5 Page 75)(WARS)

Definition - Type of injury inflicted to the primary injury area.

Note: Ideally this is a Linked Field from EMS or Hospital Discharge Records, until Wyoming has established these links we will collect this information to the best of our abilities at the scene of the crash.

Attributes:

- 1 Severe Lacerations**
- 2 Broken**
- 3 Crushed**
- 4 Unconsciousness**
- 5 Internal Unknown**
- 6 Lumps**
- 7 Abrasions**
- 8 Bruises**
- 9 Minor Lacerations**
- 10 Limping**
- 11 Pain**
- 12 Nausea**
- 13 Other**
- 99 Unknown**

Rationale: This type of information will help to distinguish between multiple injury crashes and help evaluate safety features of the vehicle.

P20. Injury Classification 2N (Not MMUCC) (WARS Page 5)

Definition - enter the code that is most appropriate for the treatment provided to classify Injury.

Note: Ideally this is a Linked Field from EMS or Hospital Discharge Records, until Wyoming has established these links we will collect this information to the best of our abilities at the scene of the crash and follow-up investigation for Fatalities.

Attributes:

- 1 Fatal (Not Documented)
- 2 Fatal (Autopsy)
- 3 Fatal (Medical Diagnosis)
- 4 Non-Fatal Hospitalized overnight or longer
- 5 Non-Fatal Treated and Released at a Medical Facility
- 6 First Aid Given at the Scene
- 7 No Treatment
- 8 Refused Treatment
- 99 Unknown

Attribute Details:

Fatal (Not Documented) - in rare and unusual cases where the person's body was NOT recovered due to vehicle being found in a river, lake, etc.

Fatal (Autopsy) - Indicates that an autopsy was performed on the fatality.

Fatal (Medical Diagnosis) - a person was pronounced dead by medical diagnosis.

Non-Fatal Hospitalized overnight or longer - Used for persons transported from the scene and hospitalized at least overnight.

Non-Fatal Treated and Released at a Medical Facility - Used for persons that were treated at a medical facility but were released within a 12 hour period - patient was NOT required to stay overnight in the medical facility.

First Aid Given at the Scene - Basic First Aid provided at the scene of the crash by EMS, officer, or passerby.

No Treatment - No treatment was required by the person.

Refused Treatment - The person refused medical treatment.

Rationale: Necessary for injury outcome analysis and evaluation.

P21. Injured Transported By 2N (MMUCC P28 Page 71)(WARS Page 4)

Definition: Type of unit providing transport to the medical facility receiving the patient.

Attributes:

- 1 Not Transported
- 2 EMT (Ground)
- 3 EMT (Air)
- 4 Law Enforcement
- 5 Other (Coroner or Private Vehicle)
- 99 Unknown

Clarification: Not Transported (from the FARS Coding Manual) - this attribute would apply to those not taken (or do not go) to a treatment facility or hospital and those that are dead at the scene or die en route to a treatment facility and are instead taken to a morgue. Treatment facility refers to an injury treatment facility. A morgue or funeral home is not an injury treatment facility.

EMT (Air) - the use of Air Transportation (Helicopter) from the crash scene (“flight for life”)

EMS (Ground) - the use an Ambulance or Fire Truck from the crash scene

Rationale: Important to trace injured victims from the scene of the crash through the health care system.

P22. EMS Response Agency ID 25A (MMUCC P28 Page 71)(WARS)

Definition: Identity of unit providing transport to the medical facility receiving the patient. The NAME of the Company, or EMS.

Rationale: Important to trace injured victims from the scene of the crash through the health care system.

P23. EMS Response Run Number 10N (MMUCC P28 Page 71)(WARS)

Definition - The EMS response run number.

Rationale: Important to trace injured victims from the scene of the crash through the health care system.

P24. Name of Medical Facility 25A (MMUCC P28 Page 71)(WARS)

Definition - The name of the Medical Facility receiving injured patient.

Rationale: Important to trace injured victims from the scene of the crash through the health care system.

Non-Motorist



Non-Motorists- any person other than a motorist. Includes: Pedestrians, Pedacyclist, Occupants of motor vehicles not in transport (Parked Vehicles), occupants of transport vehicles other than motor vehicles (trains, horse-drawn carriages, etc.).

P25. Non-Motorist Segment Number 2N (MMUCC P21 Page 68) (Not in WARS)

Definition - A unique sequential number assigned to each non-motorist involved in the crash which uniquely identifies this person. Similar to the VEHICLE SEGMENT NUMBER and the DRIVER SEGMENT NUMBER only for the non-motorist involved in the crash.

Attribute: Sequential Number (uniquely identifying the non-motorist involved in the crash)

Rationale: Important for management, administration and evaluation.

P26. Non-Motorist Type 2N (MMUCC P3 Page 60) (Not in WARS)

Definition - Non-motorist is a non-occupant of a vehicle in transport that is involved in a crash.

Attributes:

- 1 Pedestrian
- 2 Pedacyclist
- 3 Occupant of Motor Vehicle NOT in Transport (Parked)
- 4 Pedestrian Conveyance)
- 5 Other Pedestrian (wheelchair, person in a building, etc.)
- 99 Unknown Type of Non-Motorist

Attribute Details:

Pedestrian - A person who is not an occupant of a motor vehicle in transport. Includes a person who is adjacent to the motor vehicle regardless of his/her actions.

Clarification - Normally pedestrians are injured when struck by a motor vehicle: otherwise they are considered **witnesses** to the events of the crash. Pedestrians are persons involved in a crash who were **NOT** occupants of a motor vehicle. A person exiting or entering a vehicle with one foot on the ground is a pedestrian.

Pedestrians may be using other means of non motorized conveyance such as roller skates, wheel chairs, baby strollers, etc. and also may be in Pedestrian Vehicles. A pedestrian may also be a person asleep in his own bed in his home.

Pedacyclist - (ANSI D16) **A pedacyclist is any occupant of a pedacycle in transport.** A pedacycle is a non-motorized other road vehicle propelled by pedaling. (Bicycle, Tricycle, Unicycle, pedalcar and others)

Clarification - Normally pedacyclist are injured when struck by a motor vehicle: otherwise they are considered witnesses to the events of the crash. Pedacyclist are **Non-Motorist**, persons involved in a crash who were NOT occupants of a motor vehicle. Occupants of any form of pedacycle injured or killed in a crash.

Does not include motor driven cyclist, motorized skate boards, pedestrian vehicles or Segways.

Occupant of Motor Vehicle NOT in Transport - Occupant of a parked car.

Pedestrian Conveyance - a human-powered, non-motorized device not propelled by pedaling, such devices include: rollers skates, inline skates, skateboards, baby carriage, scooters, toy wagons, or toy car. Includes also **Occupant of horse drawn carriage or a rail car.**

This **excludes** devices for personal mobility assistance such as; Segway-style devices, motorized and non-motorized wheelchairs, handicapped scooters, golf carts and Low Speed Vehicles.

Other Pedestrian - wheelchair, person in a building. Persons riding Pedestrian Vehicles which are motorized wheel chairs, handicap scooters, power chairs, etc, person utilizing this type of conveyance are still considered Pedestrians.

Rationale: Needed to determine the type of non-motorist involved in a crash.

P27. Non-Motorist Pursuit 2N

Definition - The primary reason for the non-motorist being in, or in the vicinity of the roadway.

Attributes:

- 1 Recreational Pursuit (walking, running, jogging, playing etc.)
- 2 Going to/from School
- 3 Non-motorist Commuter (walking to/from work, shopping, etc.)
- 4 Stranded Motorist
- 5 Working
- 6 Cycling
- 7 Other
- 99 Unknown

Clarification - Useful in combination with other elements such Non-Motorist Actions at Time of Crash and Prior to the Crash to develop a complete picture of a person's contribution to a crash.

Rationale: Needed to develop engineering, educational, and enforcement countermeasures to reduce non-motorist involvement in crashes. **Need to know non-motorist pursuit to identify at-risk pursuits.**

P28. Non-Motorist Action Prior To Crash 2N (MMUCC P22 Page 60) (Not in WARS)

Definition - the action of the non-motorist prior to the crash.

Attributes:

- 1 Entering or Crossing Road
- 2 Traveling Along Road - With Traffic
- 3 Traveling Along Road - Against Traffic
- 4 Pushing a Motor Vehicle
- 5 Approaching or Leaving Motor Vehicle
- 6 Playing or Working On Motor Vehicle
- 7 Standing Kneeling or Laying Down,
- 8 In A Parked Motor Vehicle (sitting, sleeping etc.)
- 9 Other
- 99 Unknown

Rationale: Needed to develop engineering, educational, and enforcement countermeasures to reduce non-motorist involvement in crashes.

Non-Motorist Action at Time of Crash (MMUCC P23 Page 61) (Not in WARS)

Definition - Actions that the non-motorist was undertaking at the time of the crash.

P29. Non-Motorist Action 1 2N:

Attributes:

- 1 No Improper Action**
- 2 Improper Crossing**
- 3 Darting**
- 4 In Roadway**
- 5 Failure to Yield Right of Way**
- 6 Not Visible (Dark Clothing)**
- 7 Inattentive (talking, eating etc)**
- 8 Failure to Obey Traffic Signs, Signal or Officer**
- 9 Wrong Side of Road**
- 10 Other Improper Action**
- 99 Unknown**

P30. Non-Motorist Action 2 2N:

Same attributes as Non-Motorist Action 1

Note: It's possible that the Non-motorist was undertaking several actions at the time of the crash. We record the investigating officer judgement. Up to two actions. The narrative may be used to explain further if necessary.

Rationale: Important for evaluating the effect that dangerous or risky non-motorist behavior has on motor vehicle crashes.



P31. Non-Motorist Condition at time of Crash 2N (MMUCC P24) (Not in WARS)

Definition - Any relevant condition of the non-motorist that may be directly related to the crash.

Attributes:

- 1 Apparently Normal
- 2 Emotional (depressed, angry, disturbed)
- 3 Ill (sick)
- 4 Fell Asleep, Fainted
- 5 Fatigued
- 6 Under the Influence of Medications
- 7 Physical Disability
- 8 Under the Influence of Drugs
- 9 Under the Influence of Alcohol
- 10 Other
- 99 Unknown

Attribute Details:

Apparently Normal - The investigating officer suspects nothing abnormal, **NO** apparent condition of the Non-motorist that may be directly related to the crash.

Emotional -depressed, angry, disturbed. Includes; fighting, disagreements, emotionally upset, etc.

Ill (Sick) - would include diabetic reactions, allergic reactions to medications/drugs, failure to take required medication, seizures, heart attack, high/low blood pressure.

Fell Asleep, Fainted - asleep **NOT** due to other factors such as drugs, alcohol, or being ill.

Fatigued - weary, tired, exhausted, but not asleep.

Under the Influence of Medications - suspected of being under the influence of any legal prescription drug or over-the-counter medication such as cough syrup.

Physical Disability - any relevant physical disability condition of the Non-motorist that may be directly related to the crash. Examples would be individuals missing a limb, an eye, legally blind or color blind, hearing impairment/deaf.

Suspected Under the Influence of Drugs - suspected of being under the influence of illegal drugs of any type.

Suspected Under the Influence of Alcohol - suspected of being under the influence of alcohol.

Other - If this code is used it should be explained in the narrative.

Rationale: Important for evaluating the effect that fatigue, medications and other conditions have on crashes.

P32. Non-Motorist Location at Time of Crash 2N (MMUCC P25, page 69) (Not in WARS)

Definition - The non-motorist's location with respect to the roadway at the time of the crash.

Attributes:

- 1 Marked Crosswalk at Intersection
- 2 At Intersection Without Marked Crosswalk
- 3 Non-intersection Crosswalk
- 4 Driveway Access Crosswalk
- 5 In Roadway (not in crosswalk or intersection)
- 6 Median (Not Shoulder)
- 7 Island
- 8 Shoulder
- 9 Sidewalk
- 10 Roadside
- 11 Outside of Traffic Way
- 12 Dedicated Bike Lane
- 13 Shared-Use Path or Trail
- 14 Inside Building
- 15 Other
- 99 Unknown

Clarification - This element provides detail for non-motorist crashes beyond the crash level element Location of First Harmful Event. This element provides a complete picture of the non-motorist's role in the crash when examined with Non-motorist Pursuit, Non-motorist Actions (Prior) & (at Time of Crash).

Attribute Details:

Marked Crosswalk at Intersection - An intersection that has been distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway.



Marked Crosswalk at Intersection

At Intersection Without Marked Crosswalk - An intersection that lacks distinct lines or other markings on the surface of the roadway to indicate a Pedestrian crosswalk. An implied crosswalk without pavement markings.

Non-intersection Crosswalk - A portion of the roadway, not at an intersection, that is distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway.



Driveway Access roadway providing trafficway.



Crosswalk - A crosswalk on access to property adjacent to a

In Roadway (not in crosswalk or intersection) - That part of a trafficway designed, improved, and ordinarily used for motor vehicle travel. Bridle paths, bicycle paths, and shoulders are not included in this definition.

Median - An area of trafficway between parallel roads separating travel in opposite directions. A median should be four or more feet wide.

Island - Cement or grassy area in the middle of a trafficway. Designed with the pedestrian in mind.



Clarification (from FHWA: Flexibility in Highway Design - Chapter 8): There are two basic types of islands: Corner islands that separate right turning vehicles and median or divisional islands that separate opposing traffic flows on an intersection approach. In general, islands provide a safe refuge for pedestrians.

Shoulder - that part of a trafficway contiguous with the roadway for emergency use, or accommodation of stopped motor vehicles, and lateral support of the roadway structure.

Side Walk

Roadside - From the property line of the outermost part of the trafficway to the edge of the first road.



Outside Trafficway - Not physically located on any land way open to the public as a matter of right or custom for moving persons or property from one place to another.

Bikeway - Any road, path, or way which is specifically designated as being open to bicycle travel regardless of whether such facilities are designated for the exclusive use of bicycles (Dedicated Bike Lane) or are to be shared with other transportation modes.



Shared-Use Path or Trail - A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or an independent right-of-way. Shared use paths will also be used by pedestrians, skaters, wheelchairs, joggers and other non-motorized users.



Rationale: Used to develop engineering, educational, and enforcement countermeasures for both motorist and non-motorist to reduce non-motorist crashes.

Non-Motorist Safety Equipment (MMUCC P26, page 70) (Not in WARS)

Definition - The Safety Equipment(s) used by the Non-Motorist.

P33. Safety Equipment Used 1 2N

Attributes:

- 1 None
- 2 Helmet
- 3 Protective Pads Used (elbows, knees, shins etc)
- 4 Reflective Clothing
- 5 Lighting
- 6 Other
- 7 Not Applicable

Attribute Details:

Helmet Used - Safety helmet worn by non-motorist (bicyclist).

Protective Pads Used - Padded, shaped attachments to protect specific areas of the body (elbows, knees, shins, etc.) from injury, usually when skating.

Reflective Clothing - Clothing which reflects light and also returns most of that reflection back along the path of the incoming light.

Lighting - Non-motorist use of lights on his/her person or on a motor vehicle not in transport or transport vehicles other than motor vehicle as safety equipment.

P34. Safety Equipment Used 2 2N

Same attributes as Safety Equipment Used 1

Rationale: Used to evaluate effectiveness of non-motorist safety equipment.

P35. Unit Number of MV Involved 2N (MMUCC P27, page 71) (Not in WARS)

Definition - The Vehicle Segment Number assigned to identify the motor vehicle involved in the crash with this Non-Motorist. The vehicle struck or came in contact with this non-motorist.

Attribute:

Should Match The Vehicle Segment Number

Rationale: Used for tracking. Important when multiple vehicles are involved in a crash.

P36. Law Enforcement Suspects Alcohol Use Non-Motorist 1A (MMUCC P17, Page 66) (WARS)

Definition - Law enforcement suspects the Non-Motorist in the crash to have used alcohol.

Additional Information:

This element is reflective of the officer's opinion of the use (presence) of alcohol, not a judgment of quantity. The officer's opinion as to alcohol's contribution to the crash is recorded in the Driver and Non-Motorist Condition elements. It is based upon a factor or combination of factors such as: His or her on-scene evaluation (Observation, Behavioral/Field Sobriety Test, e.g. eye gaze/nystagmus, walking a line)
BAC testing
Other sources (witness statements, coroner's report)

Attributes:

N No
Y Yes

This element is used in part to develop the crash derived element Alcohol Involvement.

Unknown (from FARS Coding Manual): unable to take a position as to involvement (officer still may order an evidential test).

Rationale: Alcohol related crashes remain a serious traffic safety problem. Identifying crashes in which alcohol may have been involved will help evaluate the effectiveness of programs to decrease the incidence.

P37. Blood Alcohol Test Type Non-Motorist 2N (MMUCC P18, Page 66) (WARS Page 5 Person Segment)

Definition - Type of blood alcohol test given, if any, to the Non-Motorist.

- 1 No Test Performed
- 2 Test Refused
- 3 Blood
- 4 Serum
- 5 Breath
- 6 Urine
- 7 Other
- 99 Unknown

Type of Test: (from FARS Coding Manual)

Blood - also called "Whole" blood test where blood is drawn to be tested.
Serum - includes blood plasma.

Breath - includes evidential breathalyzer or a Pre-Arrest Breath Test (PBT).

Other - includes Vitreous (fluid from the eye), Liver.

Unknown - would reflect that the type of test administered is unknown but that a test was given.

Rationale: Alcohol remains the most prevalent drug involved in motor vehicle crashes. The type of test used to obtain blood alcohol concentrations is important.

P38. Blood Alcohol Concentration Test Results Non-Motorist 2N (MMUCC P19, Page 66)(WARS Page 5 Person Segment)

Definition - Value resulting from BAC Testing.

Attributes:

.00 to .60
Unknown

Test Result: (from FARS Coding Manual)

Value - generally expressed as a percentage in two digits. A "Negative" test result would be expressed as .00.

Unknown - this would reflect a true unknown value where a test was given but no value is available (e.g. contaminated or lost sample).

Rationale: Alcohol remains the most prevalent drug involved in motor vehicle crashes. Capturing the blood alcohol concentration value whenever a driver is tested will provide an accurate assessment of the role alcohol involvement.

P39. Law Enforcement Suspects Drug Use Non-Motorist 1A (MMUCC P20, Page 67) (WARS)

Definition - Law enforcement suspects the Non-motorist in the crash to have used drugs.

Additional Information:

This element is reflective of the officer's opinion of the use drugs. The officer's opinion as to drug's contribution to the crash is recorded in the Non-Motorist Condition elements. It is based upon a factor or combination of factors such as:

- His or her on-scene evaluation (Observation, Behavioral/Field Sobriety Test, e.g. eye gaze/nystagmus, walking a line)

- Drug testing

- Other sources (witness statements, coroner's report)

Attributes:

N No
Y Yes

This element is used in part to develop the crash derived element Drug Involvement.

Unknown (from FARS Coding Manual): unable to take a position as to involvement (still may order an evidential test).

Rationale: Drug related crashes remain a serious traffic safety problem. Identifying crashes in which drugs may have been involved will help evaluate the effectiveness of programs to decrease the incidence of driving while under the influence of drugs. Whenever evidence of other drug use is available it should be captured.

P40. Drug Test Type Non-Motorist 2N (MMUCC P20, Page 68) (WARS)

Definition: Indication of the drug test type given, if any, to this Non-motorist. Excludes drugs administered post-crash. See Drug Test Result to document drug name and value.

Attributes:

- 1 No Test Performed**
- 2 Test Refused**
- 3 Blood**
- 4 Serum**
- 5 Urine**
- 6 Other**
- 99 Unknown if test was performed.**

Type of Test: (from FARS Coding Manual)

Blood - also called "Whole" blood test where blood is drawn to be tested.

Serum - includes blood plasma.

Other - includes Vitreous (fluid from the eye), Liver.

Unknown - would reflect that the type of test administered is unknown but that a test was given.

Rationale: The type of test used is important.

P41. Drug Test Indication Non-Motorist 2A (MMUCC P20, Page 68)(WARS)

Definition: Indication of the drug test results, if any, from this Non-Motorist. Excludes drugs administered post-crash. See Drug Test Result to document drug name and value.

Attributes:

- P Positive**
- N Negative**
- 99 Unknown**

Test Result: (from FARS Coding Manual)

Unknown - this would reflect a true unknown value where a test was given but no value is available (e.g. contaminated or lost sample).

Rationale: Identifying drug related crashes helps develop and evaluate programs directed at preventing or reducing their involvement. Whenever evidence of other drug use is available it should be captured.

Drug Test Results (MMUCC PL4, Page 74 LINKED) (Not WARS)

Definition - The results of test performed to determine presence of drugs.

P42. Drug Test Result 1 1N:

Attributes:

- 1 Marijuana**
- 2 Cocaine**
- 3 Opiate**
- 4 Amphetamine**
- 5 PCP**
- 6 Other Controlled Substance**
- 7 Other Drug (excludes post crash drugs)**

P43. Drug Test Result 2 1N:

Same attributes as **Drug Test Result 1**

P44. Drug Test Result 3 1N:

Same attributes as **Drug Test Result 1**

P45. Drug Test Result 4 1N:

Same attributes as **Drug Test Result 1**

Rationale: Drug test results are needed to verify drug use and to help develop and evaluate programs directed at reducing their involvement. Whenever evidence of drug use is available it should be captured.

P46. Pedestrian Proximity 2N (WARS Person Segment Page 6)(Not MMUCC)

Definition - the approximate distance in miles that the driver lives from the location of this crash.

Attributes:

The Non-Motorist:

- 1 Resides in same city as this report made.
- 2 Lives 25 miles or less from accident scene.
- 3 Lives greater than 25 miles from this location, but within Wyoming
- 4 Does not have a residence within Wyoming
- 99 Unknown

Clarification -

This field indicates familiarity with the area; for the purpose of this data base, military personnel stationed locally are coded as Wyoming residents. Students attending college are also coded as Wyoming residents. Edit: PROXIMITY cannot be "1" if the accident is rural.

Rationale: This field indicates familiarity with the area.

Witnesses

A witness is a person NOT involved in the crash that saw the crash occur.

P47. How Many Witnesses 2N

Definition - The number of witnesses identified at the scene of the crash.

00 - 99

Rationale: Used for administrative purposes to track the number of witnesses at each crash.

P48. Witness Segment Number 2N

Definition - Witness SEGMENT NUMBER is a sequential number for each person who witnesses the crash; it is possible to have zero persons witness the Crash.

P49. Witness Last Name 25A (WARS Page 6) *Limited Access Field

Definition - Last name must have a minimum of 2 characters and may be followed by a space and JR, SR, II, III, or IV. X is for Unknown. Combination names are separated by a hyphen. When ever possible obtain this information from the driver license.

Rationale: Used to track witnesses.

P50. Witness First Name 25A (WARS Page 6) *Limited Access Field

Definition - First name must have a minimum of 2 characters. X is for Unknown. Combination names are separated by a hyphen. When ever possible obtain this information from the driver license (via a bar code).

Rationale: Used to track witnesses.

P51. Witness Middle Initial 1A (WARS Page 6) *Limited Access Field

Definition - Middle Initial Only one character allowed. Can be blank for no middle initial or unknown. When ever possible obtain this information from the driver license (via a bar code).

Rationale: Used to track witnesses.

P52. Witness Street Address or P.O. Box Number 25A

P53. Witness City of Residence 25A

P54. Witness State of Residence 2A

P55. Witness ZIP Code 9N

P56. Witness Phone Number 10N